

# The Gazette of India

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No. 5] NEW DELHI, SATURDAY, JANUARY 29, 1955

**NOTICE**

The undermentioned Gazettes of India Extraordinary were published upto the 22nd January, 1955 :—

S. No.	No. and Date	Issued by	Subject
19	S. R. O. 178, dated the 15th January, 1955.	Ministry of Commerce and Industry.	By-Laws made by the Coir Board under Section 27 of the Coir Industry Act, 1953.
20	S. R. O. 179, dated the 19th December, 1954.	Election Commission, India.	Election Petition No. 147 of 1952.
21	S. R. O. 180, dated the 24th December, 1954.	Ditto	Civil Appeal No. 61 of 1954.
22	S. R. O. 181, dated the 17th January, 1955.	Ministry of Home Affairs.	Amendment made in notification No. S. R. O. 460, dated the 24th August 1950.
23	S. R. O. 182, dated the 18th January, 1955.	Ministry of Law	The Delimitation of Assembly Constituencies (Himachal Pradesh) Order, 1955.
24	S. R. O. 231, dated the 21st January, 1955.	Ditto	Fixing certain hours during which poll shall be taken in the Gorakhpur District (North) Parliamentary Constituency.
	S. R. O. 232, dated the 21st January, 1955.	Ditto	Fixing certain hours during which poll shall be taken in the Bahraich District (East) Parliamentary Constituency.
	S. R. O. 233, dated the 21st January, 1955.	Ditto	Fixing certain hours during which poll shall be taken in the Lucknow District (Central) Parliamentary Constituency.

Issue No.	No. and Date	Issued by	Subject
24	S. R. O. 234, dated the 21st January, 1955.	Ministry of Law	Fixing certain hours during which poll shall be taken in the Kanpur District (Central) Parliamentary Constituency.
25	S. R. O. 235, dated the 21st January, 1955.	Ministry of Finance (Revenue Division).	Exemption from customs duty on certain articles when imported into India or into the State of Pondicherry.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

### PART II—Section 3

**Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).**

#### MINISTRY OF HOME AFFAIRS

*New Delhi, the 22nd January 1955*

**S.R.O. 254.**—In the Gazette of India, Extraordinary, Part I, Section 1, Nos. 152, 158 and 159, dated the 8th, 14th and 15th September 1954, publishing the Ministry of Home Affairs Notifications regarding Rules framed under the All India Services Act, 1951, for the regulation of recruitment and conditions of service of persons appointed to the All India Service, for the existing entry "Part I—Section 1" of the Gazettes please read "Part II—Section 3".

[No. 1/1/54-AIS(II).]

N. N. CHATTERJEE, Dy. Secy.

#### MINISTRY OF FINANCE

**(Department of Economic Affairs)**

*New Delhi, the 21st January 1955*

**S.R.O. 255.**—In exercise of the powers conferred by sub-section (1) of section 38A of the Banking Companies Act, 1949 (X of 1949), the Central Government hereby appoints, until further orders, Shri K. C. Chacko, B.A., B.L., Advocate, to be a court liquidator to be attached to the High Court of Travancore-Cochin for the purposes specified in the said section.

[No. F.-4(177)-F.I/l \_

K. P. BISWAS, Under Secy.

*New Delhi, the 22nd January 1955*

**S.R.O. 256.**—In exercise of the powers conferred by the proviso to article 309 of the Constitution, the President is pleased to direct that the following amendments shall be made in the Contributory (Transferred Railway Personnel) Provident Fund, Gratuity and Sterling Accounts Rules, namely:—

In the said rules, after Note II to rule 3, the following Note shall be inserted, namely:—

"Note III.—In relation to the classes of staff employed in the Railway Inspectorate specified in the first column of the table below, the

officer or authority specified in the corresponding entry in the second column thereof shall be the controlling officer as defined in rule 1302 (3) of the Indian Railway Establishment Code, Volume I :—

Classes of staff	Controlling Officer
Gazetted staff	Government of India in the Ministry of Communications.
Non-gazetted staff	The Head of the Department or Office concerned.

The Government of India in the Ministry of Communications will also exercise the powers similar to those of the Railway Board with reference to the State Railway Provident Fund Rules in relation to the staff employed in the Railway Inspectorate.

[No. F.28(18)-EV/54.]

K. S. GANAPATI, Dy. Secy.

### MINISTRY OF FINANCE, (REVENUE DIVISION)

#### CUSTOMS

*New Delhi, the 24th January 1955*

**S.R.O. 257.**—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government hereby prohibits the bringing into India by sea or by land of any goods bearing any name or emblem specified in the Schedule to the Emblems and Names (Prevention of Improper Use) Act, 1950 (XII of 1950), or any colourable imitation thereof, without the previous permission of the Central Government.

[No. 13.]

### CORRIGENDUM

#### CUSTOMS

*New Delhi, the 24th January 1955*

**S.R.O. 258.**—In the notification of the Government of India in the Ministry of Finance (Revenue Division), No. 122-Customs, dated the 16th October, 1954, of the *Gazette of India*, Part II, Section 3, of that date for the words "the Honorary Secretary General, Central Board of Wild Life" read "the Honorary Secretary General, Indian Board for Wild Life".

[No. 14.]

JASJIT SINGH, Dy. Secy.

### CENTRAL BOARD OF REVENUE

#### INCOME-TAX

*New Delhi, the 15th January 1955*

**S.R.O. 259.**—In pursuance of sub-section (2) of Section 5 of the Indian Income-tax Act, 1922 (XI of 1922), the Central Board of Revenue hereby directs that Shri V. V. Subramanian, who has been appointed to be a Commissioner of Income-tax, shall in addition to the functions assigned to him in the Board's Notification S.R.O. 1704 (No. 34-Income-tax, dated the 19th May 1954) also perform all the functions of a Commissioner of Income-tax in respect of such areas or such persons or such cases as were assigned to Shri H. R. Agnihotri, a Commissioner of Income-tax in the Board's Notification S.R.O. 12 (No. 83-Income-tax, dated the 21st December 1953). While exercising the said functions the said Shri Subramanian shall be designated as Commissioner of Income-tax, Madhya Pradesh and Bhopal.

This notification shall be deemed to have taken effect on the 12th January 1955.

[No. 5(55/11/55-IT) ]

K. B. DEB, Under Secy.

## CUSTOMS

*New Delhi, the 20th January 1955*

**S.R.O. 260.**—In exercise of the powers conferred by clause (c) of section 11 and section 53 of the Sea Customs Act, 1878 (VIII of 1878), the Central Board of Revenue hereby directs that the following amendment shall be made in its notification No. 117-Customs, dated the 9th September 1950, namely:—

In the entry against the port of Kandla, under columns 3 and 4, the following entries shall be inserted, namely:—

“9. South Wharf of the tidal Basin Bunder	Anchorage
10. North Wharf of the tidal Basin Bunder	Anchorage
11. West Wharf	Anchorage
12. Floating dock berth	Anchorage
13. Passenger berth	Anchorage”

[No. 10.]

W. SALDANHA, Secy.

## CENTRAL EXCISE COLLECTORATE, BARODA

## CENTRAL EXCISE

*Baroda, the 3rd January, 1955.*

**S.R.O. 261.**—In pursuance of rule 5 of the Central Excise Rules, 1944 and in supersession of the Bombay Collectorate Instructions No. T/3 of 1948 and T/1 of 1949 and Baroda Collectorate Notification Central Excise No. 3 of 13th May 1954 & No. 9 of 27th September 1954, the Collector of Central Excise, Baroda, empowers Central Excise Officers in the Baroda Collectorate specified in the subjoined schedule to exercise within their respective jurisdictions the powers of Collector conferred by the Central Excise Rules enumerated in Column II thereof, subject to the limitations set out in column No. III.

## SCHEDULE

Rank of Officers	Rules	Limitations
I	2	3
1. All officers not below the rank of Inspectors.	13; 27 (1); 153	(i) In respect of Rule 13, the power of acceptance of proof of export for discharge of liability of bond shall be exercised by the Assistant Collector provided that all the conditions notified under Rule 12 are fulfilled.
2. All officers not below the rank of Superintendents.	47 (3)* 96 (1); 140† 151 (b); 154	* In so far as they relate to approval of additional and alternate premises for store-rooms in an emergency. † Powers under Rule 140 to be limited to licensing of private bonded warehouses except Class I and to acceptance of bonds therefor.
3. Assistant Collectors.	†14; 14; (A), 97; *140; 184; 189; 210-A, 212; 224-B.	† Power under rule 14 shall be limited to acceptance of B. 1. General bonds executed by manufacturers.  * Power under Rule 140 to be exercised so far as it relates to the issue of I Class warehouse licences.

[No. 1/1955.]

R. N. MISRA, Collector.

## MINISTRY OF COMMERCE AND INDUSTRY

*Bombay, the 27th December 1954*

**S.R.O. 262.**—In exercise of the powers conferred on me by clause 22 of the Cotton Textiles (Control) Order, 1948, I hereby direct that the following further amendment shall be made in the Textile Commissioner's Notification No. T.C.(6)1/44, dated 19th February, 1944, namely:—

In the said notification in clause 2—

I. for the existing proviso after sub-clause (c) the following shall be substituted, namely:—

“Provided that in the case of cloth intended for export the manufacturer may at his option impress or stamp the mark illustrated below:—



Provided further that in the case of such cloth intended for export, the size of the overall diameter of any of the above two marks shall be not less than  $1\frac{1}{4}$ " and the figures in the mark shall be not less than  $\frac{1}{8}$ " in height".

II. In sub-clause (d) for the words "in the above diagram" the words "in any of the above two diagrams" shall be substituted.

[No. T.C.(6)29/44.]

M. R. KAZIMI, Textile Commissioner,

*New Delhi, the 22nd January 1955*

**S.R.O. 263.**—In exercise of the powers conferred by section 3 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946) the Central Government hereby directs that the following further amendment shall be made in the Cotton Textiles (Control) Order, 1948, namely:—

In the said Order, after clause 12 the following shall be inserted, namely:—

- "12A (1) No producer who has a spinning plant shall purchase any yarn except with the permission in writing of the Textile Commissioner.
- (2) In granting or refusing permission under sub-clause (1) the Textile Commissioner shall have regard to the following matters, namely:—
- (a) the number of looms installed or working in the undertaking;
  - (b) the productive capacity of the spinning department of the undertaking;
  - (c) whether the yarn is required for the purpose of weaving a variety of cloth different from any of the varieties which are normally manufactured by the producer and for the manufacture of which a special type of yarn is needed;
  - (d) the demand for the cloth which is manufactured out of such yarn;

- (e) the availability of yarn;  
 (f) any other circumstances beyond the control of the producer, adversely affecting the production of yarn by the undertaking."

[No. 9(4)-CT(A)/54-10.]

P. V. S. SARMA, Under Secy.

*New Delhi, the 19th January 1955*

**S.R.O. 264.**—In exercise of the powers conferred by section 11 of the Indian Power Alcohol Act, 1948 (XXII of 1948), the Central Government hereby exempts the petrol used by the Bhakra Nangal Dam Authorities in Bhakra area from the provisions of the said Act.

[No. Chem.Ind-33(1)/54/2.]

**S.R.O. 265.**—In exercise of the powers conferred by sub-section (3) of section 1 of the Indian Power Alcohol Act, 1948 (XXII of 1948), the Central Government hereby specifies the 24th day of January 1955, as the date on which the said Act shall come into force in each of the areas in the State of Punjab, specified in the Schedule annexed hereto.

## SCHEDULE

Name of the area	Tehsil	District
Nangal	Una	Hoshiarpur
Rupar	Rupar	Ambala

[No. Chem.Ind-33(1)/54/1.]

M. C. MISRA, Under Secy.

## MINISTRY OF EDUCATION

## ARCHAEOLOGY

*New Delhi, the 24th January 1955*

**S.R.O. 266.**—In exercise of the powers conferred by sub-section (1) of section 3 of the Ancient Monuments Preservation Act, 1904 (VII of 1904), the Central Government is pleased to declare the ancient monument described in the annexed Schedule to be a protected monument within the meaning of the Act.

## SCHEDULE

Serial No.	District	Locality	Name of the Monument	Ownership	Survey No.	Extent	Remarks
1	Datia	Tehsil Datia	Rock-inscription of Asoka	Government	372	12 80 acres.	

[No. F.4-1/55-A.2.]

T. S. KRISHNAMURTI, Under Secy.

 MINISTRY OF WORKS, HOUSING AND SUPPLY  
 (Central Boilers Board)
*New Delhi, the 19th January 1955*

**S.R.O. 267.**—The following draft of certain further amendments to the Indian Boiler Regulations, 1950, which the Central Boilers Board propose to make in exercise of the power conferred by section 28 of the Indian Boilers Act, 1923 (V of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice

is hereby given that the said draft will be taken into consideration on or after the 15th April, 1955.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Supply, North Block, New Delhi.

#### *Draft Amendment*

In the said Regulations,—

1. for Regulation 526, the following Regulation shall be substituted, namely:—

"526. *Procedure at Inspections.*—(a) *Internal inspection of Economiser Chamber.*—The following general procedure at inspection shall be observed:

At a thorough inspection of an Economiser, the Inspector shall wherever possible have either the steel casing doors open or the brickwork completely removed on the outer side of the Economiser Chamber to enable him to make a thorough examination of the external surface of the tubes. But before doing so, he should satisfy himself that proper provision has been made to isolate the Economiser on the gas side as well as on the water connections of the boiler and from any other working Economiser.

If the Inspector finds that the economiser has not been disconnected on the feed line or is not sufficiently sealed on the gas side or is unreasonably hot or not properly cleaned or scaled, he shall decline to proceed with the inspection and report the facts to the Chief Inspector for orders under sub-section (2) of Section 14.

When an Economiser Chamber is of such a size or its construction is such that the Inspector cannot go inside, reasonable provision shall then be made for the external examination of the principal parts. If for any reason the Inspector cannot examine it, he shall report the facts to the Chief Inspector for orders.

(b) *External inspection of economiser.*—(1) After the economiser has been cleaned the Inspector shall make a thorough examination so far as its construction permits. The external condition of the tubes shall be carefully noted for wasting especially at the feed inlet and all accessible tubes shall be calipered. The internal surfaces of cast iron tubes shall be closely observed for graphitic wasting as far as it is possible and in the event of any failure these shall be broken up for scrutiny so that the general internal condition of the other tubes may be estimated.

(2) Where tubes or other parts are wasted, the strength shall be re-calculated.

(3) The scraper gear shall be examined to note if any parts are missing, if the length of travel is adequate and if the scraper are correctly adjusted.

(4) All cap bolts shall be inspected, also the condition and position of the dampers and baffles.

(5) The record of each inspection and calculations shall be entered in the Memorandum of Inspection Book.

(c) *Casual Inspection.*—The Inspector shall note if the Economiser is working satisfactorily and especially in accordance with Regulation 531. Particular note shall be taken of the water temperature to see that the temperature of hot water in the economiser is 20°F. to 50°F. lower than the boiler steam temperature."

2. Regulation 527 shall be numbered as clause (2) of that Regulation and before the clause as so numbered the following clause shall be inserted, namely:—

"527. *Preparation for Hydraulic Test.*—(1) The chest of all mountings subject to water pressure shall be in place and shut tight or blank flanged. The relief valve shall either be secured or removed and the chest opening blank flanged. The attachment\* for the Inspector's pressure gauge and the nipple† for connecting the test pump hose shall be in order. All caps shall be properly fitted and tightened up. The economiser shall be completely filled with water, care being taken

\* Tapped 3/4" Witworth bolt and nut thread.

† Tapped 7/8" Witworth bolt and nut thread.

to allow all air to escape and, if possible, a preliminary test not exceeding the working pressure of the economiser shall be taken before the Inspector's visit to test the tightness of the joints. When an economiser is hydraulically tested for the first time, it shall be offered entirely bare and at subsequent tests, lagging or brickwork or portions thereof, shall be removed if required by the Inspector."

3. Before Regulation 528, the following Regulation shall be inserted, namely:—

"527A. *Repairs to economisers.*—(a) No pressure parts in a cast iron economiser shall be permitted to be repaired by welding.

(b) Steel casting shall not be repaired or welded without the specific sanction of the Chief Inspector. If required, the castings shall be suitably heat-treated to remove internal stresses. Should a defect impair the strength of the casting, repair by welding or otherwise shall not be permitted."

NOTE.—The last certificate for the Economiser should be shown to the Inspector.

[No. BL-304(16)/54.]

*New Delhi, the 21st January 1955*

**S.R.O. 267.**—In exercise of the powers conferred by clause (c) of sub-section (2) of section 27A of the Indian Boilers Act, 1923 (V of 1923), the Central Government hereby nominates Shri N. R. Mohindra to be a member of the Central Boilers Board with effect from the 2nd May 1954.

[No. BL-308(4)/54.]

M. N. KALE, Under Secy.

*New Delhi, the 21st January 1955*

**S.R.O. 268.**—In exercise of the powers conferred by section 17 of the Petroleum Act, 1934 (XXX of 1934), the Central Government hereby directs that the following further amendment shall be made in the notification of the Government of India in the late Ministry of Works, Mines and Power, No. P-102, dated the 5th May 1948, namely:—

In the Schedule annexed to the said notification, the following entry shall be added at the end, namely:—

"16. The Chemical Assistant, Custom House, Kandla".

[No. S&PII-104(2)/55.]

U. N. SRIVASTAVA, Under Secy.

## MINISTRY OF LABOUR

*New Delhi, the 19th January 1955*

**S.R.O. 269.**—In pursuance of para. 4 of the Employees' Provident Funds Scheme, 1952, the Central Government hereby directs that the following amendments shall be made in the notification of the Government of India in the Ministry of Labour S.R.O. 1357, dated the 15th April 1954, namely:—

In the said notification,—

- (1) Item No. 11 selecting to Shri Rajaram Shastri shall be omitted; and
- (2) for the word "members" occurring against item 10 the word "member" shall be substituted.

[No. PF.516(10)/UP.]

TEJA SINGH SAHNI, Under Secy



## ORDERS

*New Delhi, the 20th January 1955*

**S.R.O. 271.**—Whereas the Central Government is of opinion that an industrial dispute exists between the employers in relation to the Quardi Colliery of Messrs. H. V. Low & Co., and their workmen regarding the matters specified in the Schedule hereto annexed;

And whereas the Central Government considers it desirable to refer the dispute for adjudication;

Now, therefore, in exercise of the powers conferred by clause (c) of sub-section (1) of section 10 of the Industrial Disputes Act, 1947, (XIV of 1947), the Central Government hereby refers the said dispute for adjudication to the Industrial Tribunal at Dhanbad, constituted under section 7 of the said Act.

## THE SCHEDULE

- (i) Wages and cash concession to trammers, underground and surface.
- (ii) Alleged wrongful termination of the services of 25 wagon loading *Kamins* in July 1954 and the question whether they should be re-instated in service and/or allowed any other relief.

[No. LR.2(93)/54.]

P. S. EASWARAN, Under Secy.

*New Delhi, the 20th January 1955*

**S.R.O. 272.**—In exercise of the powers conferred by section 73F of the Employees' State Insurance Act, 1948 (XXXIV of 1948), the Central Government hereby exempts for a period of one year from the 22nd January 1955, from the payment of employer's special contribution under Chapter V-A of the said Act, every factory wherein ten or more persons are not employed, or were not employed at any time during the preceding twelve months, by the principal employer, even though twenty or more persons are or were working in the premises.

[No. SS.139(22).]

K. N. NAMBIAR, Under Secy.

## MINISTRY OF TRANSPORT

(Transport Wing)

## PORTS

*New Delhi, the 18th January 1955*

**S.R.O. 273.**—In exercise of the powers conferred by clauses (eee) and (k) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908) and in supersession of the rules published with the notification of the Government of Bombay, Marine Department No. 150, dated the 18th December 1902 the Central Government hereby makes the following rules for inspecting, surveying and regulating cargo boats which are not self propelling, plying within the limits of the Port of Bombay, the same having been previously published as required by sub-section (2) of said section, namely:—

**RULES FOR INSPECTING, SURVEYING AND REGULATING CARGO BOATS WHICH ARE NOT SELF PROPELLING, PLYING WITHIN THE LIMITS OF THE PORT OF BOMBAY.**

1. No cargo-boat which is not self propelling shall ply, within the limits of the Port of Bombay, whether ordinarily or casually for—

(a) the landing and shipping of merchandise, or

(b) carrying bonafide mazdoors to and fro for cargo work on board vessels,

without an Inspection Certificate for the time being in force under these rules or other similar rules made under clause (k) of sub-section (i) of section 6 of the Indian Ports Act, 1908 (XV of 1908) and in force at any other Port in India.

2. All correspondence relating to Inspection of cargo boats should be addressed as follows:—

The Mechanical Superintendent,  
(Inspection of cargo barges)  
Bombay Port Trust,  
Mazagon, Bombay, 10.

3. Every application for an Inspection Certificate under these rules shall be made in the prescribed form S. 1 annexed to these Rules accompanied by the inspection fee chargeable, namely:—

	Rs.
<i>Class I.</i> —Padows, Muchwas and other similar sailing Vessels, which ordinarily proceed under own sail—	
Not exceeding 50 tons gross ...	20
For every additional 50 tons or fraction of 50 tons ...	10
<i>Class II.</i> —Wood and Composite Lighters—	
Not exceeding 50 tons gross ...	30
For every additional 50 tons or fraction of 50 tons. ...	20
<i>Class III.</i> —Iron and Steel Lighters—	
Not exceeding 50 tons gross ...	50
For every additional 50 tons or fraction of 50 tons. ...	20

In addition to the fees mentioned above an extra fee of Rs. 80 shall be payable in respect of the inspection of a lighter (barge) intended for the transport of liquid fuel. Overtime fees specified in Rules 32 and 33 shall be payable as provided by the said rules.

Official receipt in form S. 3 will be issued for all payments received by the Mechanical Superintendent, Bombay Port Trust (hereinafter referred to as "the Mechanical Superintendent").

4. (1) Every Inspection Certificate granted under these rules shall continue in force for one year, from the date of the completion of the inspection of the Cargo-boat in dry dock or on the hard, unless it shall have been revoked earlier under the provisions of these rules.

(2) An Inspection Certificate may be extended on application in writing made in this behalf which shall be accompanied by one-fourth of the fee referred to in rule 3 for a period not exceeding one month if the condition of the vessel's hull and equipment is found to be in order.

(3) If the original certificate is lost during the period of its currency, a duplicate copy thereof shall be granted to the holder of the original certificate on payment of a fee of Rupee One, and such duplicate shall thereupon be valid as an Inspection Certificate under these rules for the remainder of such period.

5. No Inspection Certificate shall be granted in respect of any cargo-boat until such boat has been inspected by the Inspectors at the Port of Bombay appointed by Chairman and Trustees of the Port of Bombay.

6. The Inspectors so appointed shall—

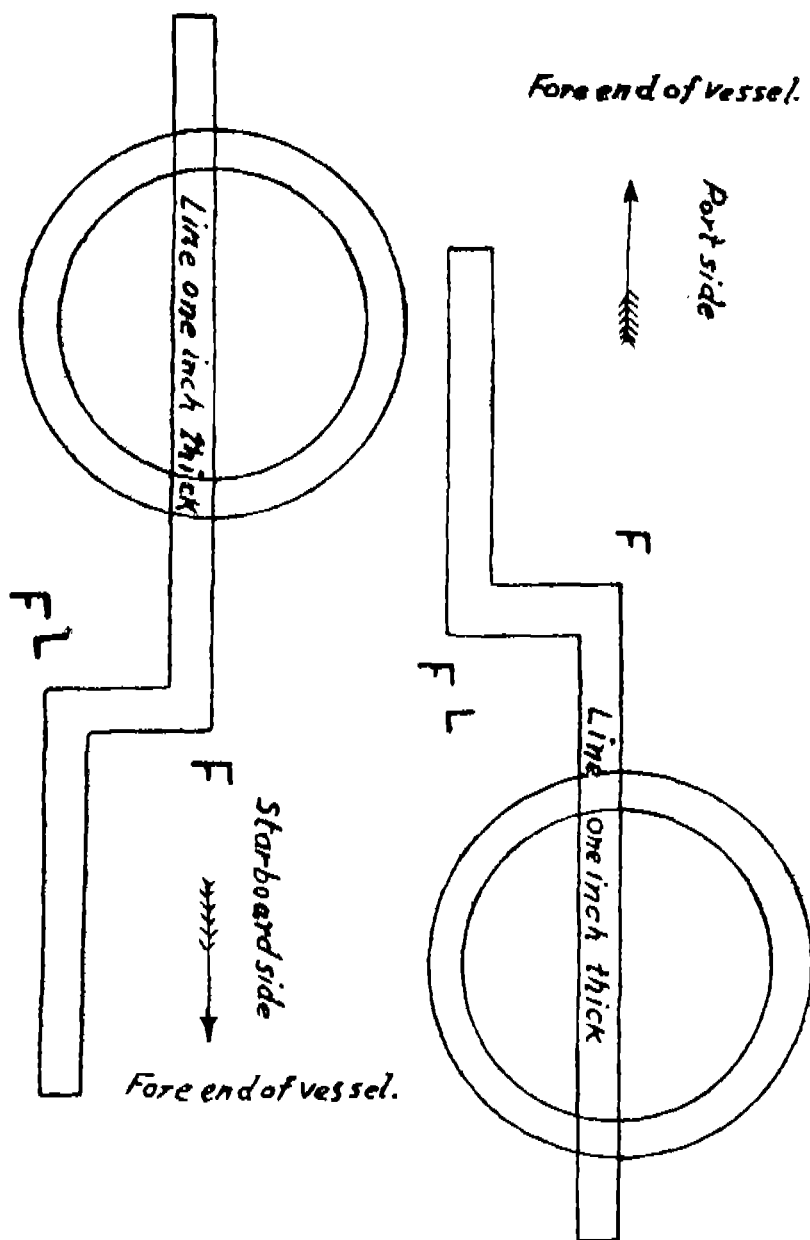
- (a) inspect the vessel as to her sea-worthiness,
- (b) inspect her equipment, regulation lights, and screens,
- (c) determine the approximate dead weight quantity of cargo and the number of mazdoors to be carried,
- (d) mark the disc for the fair and foul seasons on all cargo boats,
- (e) in the case of lighters (barges) intended for the transport of liquid fuel, duly verify that they comply with the specification laid down in the Appendix to Rule 52A of the Rules published in the Government of Bombay Notification Marine Department No. 441/42, dated 19th January 1923 and make an endorsement to that effect on the Inspection Certificate, and
- (f) determine the number of crew required.

7. If an Inspector finds that any defect exists in the hull or equipment of a vessel, he shall before refusing to grant an Inspection Certificate regarding such vessel, address a letter to the Owner of the vessel pointing out such defect and also pointing out the repairs or other action which is necessary for remedying the defect.

8. If the Inspector is subsequently informed by the owner that the requisite repairs, have been executed or other action has been taken, he shall, with the approval of the Mechanical Superintendent pay one or more extra visits to the cargo-boat and thereafter either give or refuse a certificate of inspection as he shall think proper.

9. Having determined the approximate deadweight quantity of cargo and the number of mazdoors to be carried by a boat, as also the free board for the fair and foul seasons, the Inspector shall indicate the position where the load line discs are to be carved on both sides of the vessel. The discs shall be as hereinafter mentioned and shown in the attached diagram and should be carved or centre punched on the sides of iron and steel vessels and should be cut into the planking for at least  $1/8$  of an inch deep into the sides of wooden vessels. The upper edge of the line passing through the centre of the discs will mark the maximum depth to which the vessel can be loaded in fair weather and the upper edge of the lower line will mark the maximum depth to which the vessel can be loaded in foul weather.

- (a) the circular disc shall be 12" in diameter with a horizontal line 18" in length and drawn through its centre—all lines to be 1" in thickness. The disc shall be marked amidships on each side of the vessel. The upper edge of the horizontal line passing through the centre of the disc, marked 'F' and called the fair season load line, shall always indicate the maximum depth to which the vessel may be loaded during fair season and the upper edge of the next horizontal line below, marked 'F1' and called the foul season load line, shall always indicate the maximum depth to which the vessel may be loaded during foul season.



- (b) the said disc and the said maximum load line in connection therewith shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc and of each of the lines shall in the case of iron and steel vessels be permanently marked by Centre punch marks, and shall in the case of wooden vessels be sunk for their breadths into the planking, a depth of not less than  $\frac{1}{4}$ th of an inch.

10. Before an Inspection Certificate is granted, the cargo-boat shall have the registered number a foot long, carved and painted on each of the quarters in white on a black ground or black on a white ground.

11. The owner or his Agent or the tindal or boatman-in-Charge of any licensed cargo-boat shall not permit any quantity of cargo or any number of mazdoors, to be carried in such boat at any time in excess of the quantity or number permissible under these rules and he shall not permit such boat to ply unless provided with the number of crew stated in the Certificate

12. The certificate granted for any cargo-boat may be revoked whenever such boat is, in the opinion of the Mechanical Superintendent or the Inspector, unfit for the conveyance of cargo or mazdoors, or when any breach of the conditions of the Inspection Certificate or Port Rules has been committed by the owner or his Agent or the tindal or boatman in charge of the boat.

13. Every licensed cargo-boat when plying shall have her Inspection Certificate on board and such certificate shall be produced when required.

14. Every licensed cargo-boat when plying shall have on board, firmly attached to the structure of her hull by a coil line not less than fifteen fathoms in length a life buoy or other suitable buoy so placed that in case the cargo boat should sink the buoy will float clear and mark her position

15. Every cargo boat shall carry at least two life-buoys with the Registration Number of the Cargo-boat and the name of the Port of Registration painted on them.

16. In case of any accident occasioning any material damage affecting the seaworthiness or efficiency of the vessel, a report to that effect shall be made to the Mechanical Superintendent, or the Inspector in writing as soon as possible for the purpose of re-inspecting the vessel.

17. The Inspection Certificate shall be in form S. 2 appended to these Rules and be renewable annually on expiration.

18. For the purposes of these rules, the following periods will indicate the fair and foul seasons respectively:—

1st December to 20th May (inclusive) and 16th September to 15th October (inclusive)—Fair Season.

21st May to 15th September (inclusive) and 16th October to 30th November (inclusive)—Foul Season.

19. The dead weight carrying capacity of cargo boats shall be measured as follows:—

$$\frac{L \times B \times D}{35} \times \text{factor.}$$

L—Length; B—Breadth; D—difference between vessel's light mark and freeboard marks, all in feet; factor as defined in rule 20.

20. The factor for barges shall be .8 and for other vessels .7 or such other factor as the Inspector may decide.

21. The following multipliers when applied to a boat's moulded depth will give the freeboard:—

Padows or Prows, 3.5" of side for each foot of moulded depth.

Wooden Barges, 2.5" of side for each foot of moulded depth.

Batelas, 3" of side for each foot of moulded depth.

Iron Barges, 3" of side for each foot of moulded depth.

Pattimars or Ballaos, 3" of side for each foot of moulded depth.

Mahageries or Mutchwas, 4" of side for each foot of moulded depth.

Nothing herein contained shall limit the discretion of the Inspector to apply such multiplier as he may think necessary.

22. All craft with the exception of Mahageries must present 3" more of clear side during the foul season than that allowed by the centre line of disc for the fair season.

In the case of Mahageries 2" more free board will be necessary.

23. The space allowance when carrying mazdoors for working cargo shall be as follows:—

In cargo boats or barges up to and inclusive of 15 tons Register, 4 square feet per man.

In cargo boats or barges above 15 and upto 30 tons Register inclusive, 3.5 square feet per man.

In all cargo-boats above 30 tons, 3 square feet per man.

In the matter of decked cargo-boats or barges, only the deck shall be measured for mazdoors.

24. The Inspector shall in special cases have discretionary power in actually fixing the position of the load line disc provided that the free board allowed shall not be less than that arrived at by rules and that the owner shall have the right of appeal to the Principal Officer, Government of India, Mercantile Marine Department.

25. Barges built under the supervision of the Government Surveyor and with scantlings in accordance with Lloyd's or other recognised rules for ships may, should the owner so desire it, have their freeboard determined as though these vessels were sea-going vessels.

26. Every application for inspection shall be made between the hours of 10-30 A.M. and 5-00 P.M. on week days and 10-30 A.M. to 1-00 P.M. on Saturdays (Holidays excepted) in the form S. 1 annexed to these Rules, and must be lodged at the Mechanical Superintendent's Office together with the fees payable under rule 3 or rule 4 above at least three clear days before the day on which it is desired that the inspection shall take place.

Provided that the Mechanical Superintendent may, in any particular case, admit an application at his office less than three clear days before the day on which it is desired that the inspection shall take place.

27. Upon receipt of an application the Mechanical Superintendent shall fix a place, date and hour at which the inspection shall be commenced, and shall inform the applicant of such place, date and hour.

28. With a view to obviate inconvenience and delay, owners whose boats are in dock or undergoing repairs, should communicate with the Mechanical Superintendent, if their boats are required to be inspected.

29. If the boat's hull or equipment are certified for a period of less than one year from the date of inspection, one-twelfth of the annual amount shall be chargeable for each month or portions of a month comprised in the said period, provided that:—

(a) the minimum fee shall be one-fourth of the annual fee;

(b) the full annual fee shall be payable, whatever be the nature of the certificate:

(i) in the case of a new cargo-boat under inspection for the first time, or

(ii) if in accordance with the application a boat has been fully inspected, but the owners or Agents are for any reason unwilling to or unable to execute the repairs recommended by the Inspector.

30. The fee payable under rule 3 or rule 4 shall be deemed to cover any number of visits the Inspector may require to make before granting the certificate.

31. If further inspection is necessary while a certificate of inspection is in force, a fee equivalent to half the normal fee shall be payable for every visit that the Inspector makes.

32. In addition to the fees chargeable under rule 3 or rule 4 there shall be payable at the time of application to the Mechanical Superintendent a further of Rs. 25 in respect of every inspection to be made at any time on any Sunday or Works Holiday.

33. In addition to the fees chargeable under rule 3 or rule 4 overtime fees in respect of inspections wholly or partially carried out between the hours of 5-00 P.M. and 8-00 A.M. on week days and after 1-00 P.M. on Saturdays shall be payable as follows:

(a) When the Mechanical Superintendent has admitted an application for inspection on less than three clear days' notice and an Inspector is called upon to undertake the inspection of a boat after 5-00 P.M. on Week days and 1-00 P.M. on Saturdays and before 8-00 A.M., an additional fee of Rs. 25 shall be payable.

(b) If three clear days' notice has been given but the Inspector has not been able to complete the inspection between the hours of 8-00 A.M. and 5 P.M. on week days and before 1-00 P.M. on Saturdays, no additional fee will be chargeable.

(c) Where an Inspector is detained at the request of the owner or Agent after 5-00 P.M. on week days and 1-00 P.M. on Saturdays to complete an inspection undertaken between the hours of 8-00 A.M. 5-00 P.M. on week days and 8-00 A.M. and 1-00 P.M. on Saturdays, an additional fee of Rs. 15 if the Inspector is released from duty before 6-00 P.M. and 2-00 P.M. respectively, and of Rs. 25 if he is detained later than 6-00 P.M. and 2-00 P.M. respectively, shall be payable.

(d) Where an Inspector has been called under clause (a) or detained under clause (c), the boat owner or Agent shall give information of the fact in writing to the Mechanical Superintendent stating the hours during which the Inspector was in attendance.

34. Applications for inspection will be entertained only in respect of cargo-boats which have previously been duly registered with the Mercantile Marine Department of the Government of India.

#### FORM S. 1

To

The Mechanical Superintendent, (Inspection of cargo barges),  
Bombay Port Trust, Mazagon, Bombay 10.  
*Application for the Inspection of a Cargo Boat*

Name and address of the owner.

Name of vessel.

Description of vessel:

Port of Registry:

Branded and Printed No.

When and where built:

Tonnage:

Materials:

Dimensions:

L.

B.

D.

Nature of inspection:

Date and time of proposed visit of Inspector:

Place where vessel will be lying:

I hereby apply to you to make the necessary arrangements for the inspection of the above named at the time and place stated.

The necessary fee of Rs. \_\_\_\_\_ is sent herewith.  
Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19 .

Owner or Tindal \_\_\_\_\_

N.B.—Three clear days' notice should be given in all cases

#### FORM S. 2

##### *Certificate of Inspection*

Issued under the Rules framed under Section 6(1) (K) of the Indian Ports Act XV of 1908

The Mechanical Superintendent,

Bombay Port Trust, Mazagon, Bombay 10.

This is to certify that the undermentioned vessel has been examined as to her Seaworthiness, etc. as required by the rules published in Government Notification, Department No. \_\_\_\_\_ dated \_\_\_\_\_ and found to be fit to ply as a Cargo Boat for the landing and shipping of Merchandise and for carrying *bona fide* Mazdoors within the limits of the Port of Bombay for the period of one year ending \_\_\_\_\_ 19 .

Name of vessel:

Registered No.

Name of Tindal:

Tonnage:

Name and address of owner:

Crew to consist of

Tindal and

Lascars.

Approximate quantity of dead weight

Tons.

No. of mazdoors at

square feet per man ( )

Freeboard

Inspector

{ Fair weather.

{ Foul weather.

Mechanical Superintendent, Bombay Port Trust.

**EXTRACT RULES 12 AND 16 OF THE RULES FOR INSPECTING,  
SURVEYING AND REGULATING CARGO BOATS.**

12. The certificate granted for any cargo-boat may be revoked whenever such boat is, in the opinion of the Mechanical Superintendent or the Inspector, unfit for the conveyance of Cargo or Mazdoors, or when any breach of the Conditions of the Inspection Certificates or Port Rules has been committed by the owner or his Agent or the Tindal or boatman in charge of the boat.

16. In case of any accident occasioning any material damage affecting the seaworthiness or efficiency of the vessel, a report to the effect shall be made to the Mechanical Superintendent or the Inspector in writing as soon as possible for the purpose of re-inspecting the vessel.

NOTE.—Any person convicted of having committed a breach of any of the rules published in the Government Notification cited above is liable to a penalty not exceeding Rupees One hundred under Section 54 of the Indian Ports Act, 1908 (XV of 1908).

**FORM S. 3**

No.

Mechanical Superintendent's Office,

Bombay Port Trust, Mazagon, Bombay 10.

Received (by cheque/cash) from the owner of Cargo-boat \_\_\_\_\_  
the sum of Rs. \_\_\_\_\_ ( \_\_\_\_\_ ), being the fee for the Inspection of  
the vessel for a Certificate of Inspection.

Inspection Clerk.

Mechanical Superintendent,  
Bombay Port Trust.

N.B.—No money will be received after 5-00 P.M. on week days and 1-00 P.M. on Saturdays.

Cheque should be crossed and made payable to the Chief Accountant, Bombay Port Trust.

[No. 8-PI(66)/46.]

*New Delhi, the 22nd January 1955*

**S.R.O. 274.**—The following draft of certain rules for the Port of Kandla which it is proposed to make in exercise of the powers conferred by sub-section (1) of Section 6 of the Indian Ports Act, 1908 (XV of 1908), in supersession of the notifications of the Government of India in the Ministry of Transport Nos. S.R.O. 128 and S.R.O. 129, dated the 2nd June, 1950, is published, as required by sub-section (2) of the said section, for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration after the 1st March 1955.

Any objection or suggestion which may be received from any person with respect to the said draft before the date specified above will be considered by the Central Government.

**DRAFT RULES**

1. **Short title and application.**—(a) These rules may be called the Kandla Port Rules, 1954.

(b) They shall apply within the limits of the Port specified in rule 4.

2. **Definitions.**—In these rules, unless the context otherwise requires—

(i) "Act" means the Indian Ports Act, 1908 (XV of 1908);

(ii) "boat" means every kind of small craft not mechanically propelled;

(iii) "day-break" means half an hour before sunrise and "dark" means fifteen minutes after sunset;

(iv) "Conservator of the Port" means the officer appointed by the Central Government under section 7;

(v) "Deputy Conservator" means the officer appointed by the Central Government to act under the authority of the Conservator of the Port;



- (vi) "Traffic Manager" means the officer appointed by the Central Government to hold charge of the traffic department under the authority of the Conservator;
- (vii) 'Port' means the Port of Kandla as described in rule 3;
- (viii) "goods" include wares and merchandise of every description including a live stock;
- (ix) "Master" in relation to any vessel means any person (except a Pilot or Harbour Master), having for the time being, the command or charge of such vessel;
- (x) "owner" when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody thereof, and when used in relation to any vessel, includes any part owner, charterer, consignee, or mortgagee or agent in charge thereof;
- (xi) "port authority" means the officer appointed from time to time by the Central Government to hold charge of the Port Administration;
- (xii) "power driven vessel" means any vessel propelled by machinery;
- (xiii) "sea-going vessel" means every description of vessel used in Sea-navigation or notified as sea-going by the competent authority;
- (xiv) "section" means a section of the Act;
- (xv) "small craft" means every description of vessel, not being a sea-going vessel or an inland steam vessel, which is used for the conveyance by water of human beings or of goods.

3. **Port limits.**—For the purpose of these rules, the following shall be the limits of the Port of Kandla under section 4.

*On the West.*—By a line South-South-Westerly from the village of Shinaya to the point where the meridian of 70°00' East Long, cuts the coast line and thence 180° along the meridian to Latitude 22°46'5' North.

*On the South.*—By a line drawn at 83° from the position Lat. 22°46'5' North Long. 70°00' East to a Beacon in Lat. 22°56' North, Long. 70°19'3' East thence along the South Coast of Sathsaida Bet to the Centre of Hansthal Creek.

*On the East.*—By a line drawn from the Centre of Hansthal Creek to the Centre of Chha Creek until longitude 70°38' East and thence North along the meridian of latitude 23°12'5' North.

*On the North.*—By the parallel of Latitude of 23°12'5' North to longitude of 70°18' East thence southwestward to the meeting of the Gandhi-Dham Township Boundary and the Churwa River, along the Southern limit of the township boundary to a point North East from Shinaya and thence to the village of Shinaya.

4 **Master or Agent to intimate arrival of vessel in advance.**—A report in writing in respect of every vessel expected to arrive at the Port shall be made in advance to the Deputy Conservator and also to the Traffic Manager, by the master, owner or agent stating the expected date of arrival of the vessel, the name of such vessel, the cargo carried or whether in ballast, and full particulars of dimensions, draught, tonnage and special features of equipment or construction. The said report shall be followed by a precise intimation giving the expected time of arrival of the vessel at the Tuna buoy (Pilot Station).

5. **Pilotage.**—Subject to the provisions of the Act and the instructions in schedule A annexed to these rules, pilotage is compulsory and pilots shall meet all vessels at Tuna buoy in the case of in-coming vessels and out-going vessels and be left at the Tuna buoy.

6. **Ladder not to be lowered without Pilot's consent.**—No accommodation, ladder or pilot ladder shall be lowered without the consent of the pilot, while the vessel is in pilotage charge.

7. **Vessels not to be moved or piloted in or out without Master on board.**—A vessel shall not be piloted in or out or be moved from one berth to another in the port, unless the Master of such vessel or other officer holding a Master's Certificate is on board and is in actual command. The presence of a pilot or any officer of the port on board shall, under no circumstance, be deemed to impose any liability on any such officer.

8. **Vessels entering during day to show flag.**—All sea-going vessels on entering or leaving the port between day break and dark shall fly their national flag and when entering the port, each vessel shall show her signal letters.

**9. Vessels to be ready.**—(a) Vessels under way shall have both bower anchors and cables, clean and ready for use if required.

(b) All sea-going vessels in Harbour shall be so ready as to be able to raise full steam at 12 hours notice. In cases of emergencies due to stress of weather or otherwise or for reasons of special circumstances, all vessels in Port can be called upon to raise full steam at FOUR hours' notice.

**10. Vessels to keep clear.**—All vessels shall keep clear of vessels about to enter or leave the port which by day will be indicated by a black ball, 2 ft. in diameter, hoisted at the mast-head of Port signal station.

**11. Direction of Deputy Conservator shall be obeyed by Master and Owners in respect of coming in or going out.**—Masters and owners of vessels shall obey all directions of the Deputy Conservator or his authorised officers with regard to rotation and manner of approaching the Port entrances, and of coming into or going out of the Port.

**12. Vessels to take only assigned berths.**—All vessels in the Port shall take up such berths as may be assigned to them by the Deputy Conservator and shall change their berth, or leave, when required to do so.

**13. Vessels arriving with dangerous cargo to have berth set apart.**—Vessels arriving in the Port with ammunitions, explosives, petroleum and dangerous and hazardous goods on board for discharge either at Port or elsewhere shall take up such berths as may be set apart from time to time by the Conservator.

**14. Vessels bringing import to have precedence for berthing over vessels for export.**—Vessels bringing import cargo shall be given preference over vessel for loading export cargo. Vessels bringing import cargo shall ordinarily be allotted berths in the order of their arrival at the Pilot Station.

**15. Deputy Conservator may change precedence if interests of Port or shipping so demand.**—Notwithstanding anything in rule 14, where the Deputy Conservator is satisfied in consultation with the Traffic Manager that it is expedient so to do and in the general interest of shipping or port, he may accord preference to a vessel loading an export cargo over a vessel bringing an import cargo.

**16. Traffic Manager to move vessel out of berth if proper use is not made.**—The Traffic Manager shall cause a vessel to be moved out of the berth if, in his opinion, the vessel is not making a proper use of the berth and the facilities on the quay.

**17. Conservator's decision to be final in the matter of berthing.**—In all matters of dispute with regard to berthing, the decision of the Conservator will be final.

**18. Vessels to be under steam or assisted by tugs.**—A vessel shall not be permitted to navigate the port channel or the port, unless propelled by her main engines or assisted when necessary by an efficient steam tug or tugs. In the event of insufficient steam power being provided by the Master or owner, or whenever the Deputy Conservator deems it desirable, he may employ the Port tug or tugs for duties in connection with any vessel navigating the port channel or the port and the Master or the owner of such vessel shall pay the prescribed charges for the use of the tug or tugs.

**19. Vessels Propeller not to be worked.**—While a vessel is berthed or moored in the port, her propeller shall not be moved either by power or hand without the previous written permission of the Deputy Conservator and subject to such conditions as he may direct. Masters and owners shall be responsible for any damage that may result from the moving of the propeller by power or hand notwithstanding the fact that the permission required by this rule has been obtained.

**20. Repairing vessels.**—Repairs to or work on any vessel in the port shall be carried out in such manner that no chipping scalings, pieces of wood or like loose substances or materials shall be allowed to fall into the Harbour, and a canvas chute or staging, shall in every instance be erected in order to effectively prevent any such loose materials as aforesaid from so falling. The Traffic Manager or the Deputy Conservator may prohibit chipping or repairs causing excessive noise between such hours of darkness as he may deem necessary.

**21. Use of inflammable materials on board vessel.**—Pitch, resin, tallow or other inflammable materials shall not, on any account, be melted on board and vessel in the port or on the quays, except in such manner, and at such places, as shall be appointed by the Traffic Manager or by the Deputy Conservator nor shall any

pitch, tar, oil flax, okum, straw, shavings or other inflammable or combustible article be allowed to remain on the deck of any vessel, or on the quays, wharves or open areas in the port, other than those prescribed for the purpose.

**22. Exhaust etc. Pipes.**—Exhaust steam or water from winches or other machines or engines on board vessels in port shall be led down the side of the vessel to below the coping of the wharf by a hose or other effective appliances.

**23. Supply of Gear.**—The vessel shall supply suitable gear of good quality and sufficient capacity to allow a reasonable margin of safety when dealing with the cargo for which it is used. The Traffic Manager or any person working under him may prohibit the use of any gear which, in his opinion, is in any way defective or unsuitable for the cargo for which it is to be used.

**24. Removal and placing of anchors etc.**—Anchors shall not be allowed to remain a cockbilled. Square spars shall not be allowed to hang alongside or astern of vessels.

**25. Protection of hatchways.**—Vessels when not working cargo at night shall have all open hatchways protected by stout netting.

**26. Keeping Free passages.**—Free passages shall be kept to all piers, jetties, landing places, wharves, quays, mooring and other works, and all vessels and boats shall be bound to move, when required to clear such passages.

**27. Approaches to pier and landing places not to be obstructed.**—Boats, whether ship's boats or boats plying for hire shall not lie alongside any of the pier or landing places longer than is actually necessary to embark or land passengers and their baggage etc., but will anchor or lie-off at a distance of at least 30 yards from such pier or landing place, in order that the approaches thereto may not be obstructed.

**28. Projection of rafts.**—Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty feet from the sides of such vessels.

**29. Wide berth to dredgers and hoppers.**—Vessels and boats approaching or passing dredgers and hopper barges exhibiting the 'not under control' signal shall give such dredgers and hopper barges a wide berth and shall avoid all interference with their operation.

**30. Sounding of steam whistle.**—Every ocean-going vessel or tug towing an ocean-going vessel when passing through the harbour channel shall sound the steam whistle, at short intervals, as a warning to other vessels to get out of the way, and a vessel at anchor, in the stream, shall do likewise when getting under way, and it shall be the duty of all such other vessels to see that a free passage is preserved through the harbour channel for every such ocean-going vessel or tug towing an ocean-going vessel.

**31. Length of cables.**—Vessels, when moored in port, shall have not less than 60 fathoms on each cable and shall keep a clear hawse.

**32. Cables to be ready to be hove up.**—Vessels when moored with two anchors shall have both cables ready to be hove up immediately if required.

**33. Second anchor.**—Vessels at single anchor shall have a second anchor ready to let go and while laid up in the stream shall sight their anchor every three weeks.

**34. Regulation of Moving and Warping.**—All vessels within the port shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Deputy Conservator.

**35. Casting off of warp.**—A vessel shall not cast off any warp made fast to her in order to assist the mooring of another vessel without permission from the Pilot in charge of such other vessel.

**36. Exhibition of lights.**—All vessels, of whatever rig or dimension, when underway or at anchor in port limits shall at night exhibit the lights required by the International Regulations for preventing collisions at sea.

**37. Fenders.**—Fenders that will not float shall not be used over the side of any vessel. Floating fenders may be provided by the Port to keep the vessel off the quay wall. These fenders are not to be lifted or removed by Masters of vessels or their stevedores.

**38. Regulation of number of crew.**—All vessels, afloat within the port, shall have on board a sufficient number of crews to perform any duties which may become necessary in any emergency for the safety of the vessel in regard to veering or heaving in cable, bracing up yards, striking mast and yards or the like.

**39. Responsibility of Master.**—(1) The Master shall make arrangements for a responsible officer to be available on board all the time a sea-going vessel is in the port, to ensure the observance of all the rules and for the discharge of all the duties connected with the vessel and her cargo and to take every precaution against accidents to life and limb or damage to property, and in particular,

(a) to make his vessel securely fast to the bollards and other appliances provided for the purpose;

(b) to keep the vessel so loaded or ballasted that she can be safely removed in the event of fire or other emergency;

(c) to secure the hatch beams when in use and all hatches when not in use;

(d) to provide proper light in those parts of the vessel where work is going on or where, owing to insufficient light, injury to persons or damage to property might result;

(e) to fix and keep securely fixed the gangway supplied by the port during the whole time the vessel remains alongside the quay berth;

(f) to hang between sunset and sunrise at least one light at each end of the gangway.

(2) Masters and Owners of vessels shall be held responsible for all accidents which may, for any reason whatsoever, result from failures to adopt any of the foregoing precautions.

**40. Watchman to be kept on Deck.**—(1) While in the port, a vessel shall always maintain a quartermaster or watchman on duty on deck who shall be stationed in charge of the vessel's shore gangway, and who shall attend, under the guidance of a responsible Officer of the port,

(i) to the mooring ropes and lines of the vessel, and shall cause their adjustment, from time to time, as necessary, on the rise or fall of the water;

(ii) to the prevention of unauthorised person boarding the vessels.

(2) In default, the Master or owner of the vessel shall be liable and responsible for any resultant damage.

**41. Masters etc. of vessels responsible for damage.**—Masters and owners of vessels shall be held responsible and liable for any damage, whatsoever, that may be caused by their vessels or by their servants to any property or work belonging to the Port and the Port reserves the right to detain their vessels, in the port, until security has been given for the amount of damage caused.

**42. Vessel etc. in port at risk of master.**—The port accepts no responsibility, whatsoever, for any loss or damage that may arise as a consequence of faulty navigation by the Master or by reason of the vessel breaking adrift from anchors or moorings. The responsibility for any such loss or damage must be borne, entirely, by the Master and owner.

**43. Master's responsibility for acts of crew etc.**—Masters and owners of vessels shall be held responsible and liable for consequences arising from any act or default of any member of the crew and of any person or persons employed or board their vessels.

**44. Notice regarding outbreak of fires on vessels to be given by Masters etc.**—In the event of any fire occurring on board a vessel in the port, the master or the owner or the agent shall give immediate notice thereof to the Deputy Conservator. Such notice shall be given in writing in the case of every fire, whether the fire occurs in cargo or in bunkers, and shall give details of measures which are taken or are being taken, to control and extinguish it.

**45. Pressure of steam.**—Masters of vessels, entering or leaving the port, shall be responsible for the maintenance of sufficient pressure of steam to work their engines at full speed, ahead or astern as may be required, until such times as their vessels are berthed in the port or are clear of the port channels.

**46. Number of boats which may be made fast to vessels.**—The master or other person in charge of any vessel, at anchor or moored in the port, shall not allow more than 10 cargo or other boats to be made fast to such vessels.

**47. Regulation of the employment of person engaged in cleaning vessels etc.—**Masters of vessels in the port shall not send any person or persons into the bilges or other confined spaces or board their vessels until such necessary precautions as are laid down in the subjoined directions and extracts from the Admiralty Regulations have been strictly observed.

*Direction*

Unless proper precautions are taken, persons sent down to scrape the bilges of vessels may lose their lives through asphyxia from the inhalation of mephitic gas. The Masters of the vessels are, therefore, directed to guard against accidents by pumping water in and out of the bilges, opening the manhole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case, and they are to prevent persons from entering the bilges until these precautions have been taken. The particular attention of Masters of vessels is drawn to the above directions, as well as to the advisability of detailing off some competent person to see that no one enters the bilges until the bilge water has been pumped out and that tindals in charge of boys who are to work in the bilge properly carry out all orders given to them in his respect. The pumping out of bilge water will not be permitted in the port.

*Extract from Admiralty Regulations*

Men cleaning and coating double bottoms (1229). The following precautions to be observed while men are engaged in cleaning and coating the double bottom of an iron ship:—

- (a) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.
- (b) A leading stoker is to be responsible under the Engineer-in-Charge of the party that no man enters the compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.
- (c) Still greater caution is required when the compartment has only one exit.
- (d) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air end.
- (e) The men are to be warned that they should leave the compartment immediately the light begins to burn dimly; a candle is to be supplied to each party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining boilers and bunkers.

**48. Goods etc. not to be allowed to fall into Port.—**No goods, ballast or other substance shall be thrown or allowed to fall into the water, from vessels alongside the wharves or elsewhere in the harbour, and the Master of the vessel shall, in the event of such occurrence, forthwith notify the same, in writing, to the Traffic Manager and to the Deputy Conservator. At the discretion of the Deputy Conservator, such goods, ballast or other substance may be recovered or removed at the expense of the Master of the vessel.

**49. Ashes, Rubbish etc. not to be allowed to fall into Port.—**No person shall throw from any vessel, nor shall the master of any vessel permit to be thrown from such vessel, into the harbour, any ashes, clinker, sweepings or other rubbish. Nor shall any person discharge from any vessel, nor the master of any vessel permit to be discharged from such vessel any such thing into any boat or other vessel except through a canvas or other chute, constructed to the satisfaction of the Deputy Conservator.

**50. Ashes, Rubbish, etc. not to be deposited on quays etc. without permission.—**No person shall, without the written authority of the Traffic Manager, deposit upon any quay or pier, in a shed or in any part of the port, any ashes, ballast, baskets, bottles, cinders, dirt, dung, dust, refuse, rubbish, shavings, stones or other like loose material or substance. The aforesaid materials shall be landed on the quay in such place as may be indicated by the Traffic Manager whence it shall be removed to a place, specially provided for the purpose by the port, at the expense of the Master or owner of the vessel. A vessel requiring an ash boat or a dirt boat should hoist the International Code Signals FS or FT.

**51. The sinking of any boat or craft in the harbour to be reported by the master of the boat.—**The master of any cargo, masula or other boat which has,

from any cause, sunk in the harbour shall, forthwith, report the fact of such sinking, and the place where it occurred, to the Deputy Conservator of the port.

**52. Bilge, water etc. not to be pumped into port.**—No person shall pump or throw bilge water or water of any description upon or against any wharf, or any filth, rubbish or refuse of any kind into the harbour.

**53. Signals according to International Code.**—The signals, as prescribed in the International Code of Signals, are to be used in the port and such signals, as may be required and necessary, shall be hoisted, displayed and observed, as the case may be, by the master of the vessel entering or leaving the port whilst in pilotage charge. The master shall hoist or display signals in such position as the Pilot in charge shall direct. The local Signals shall be in accordance with Schedule B annexed to those rules.

**54. Signals in case of fire and other emergencies.**—Whenever a fire occurs on board any vessel, within the limits of the port, or whenever any vessel within such limits is in distress or requires assistance from other vessels or from the shore, the signals as required by day in the International Code of signals shall be hoisted and the signals as required by night as specified in Schedule B annexed to those rules. Overheating or smouldering of coal or other cargo in holds or bunkers is to be immediately reported, by letter or in person, to Deputy Conservator, and no vessel in this condition may be taken into the port without the permission of that officer.

**55. Dredgers to carry signals day and night.**—Dredgers at work, while laying out chains or when not under control and hopper barges, similarly employed in attendance on such dredgers and not under control shall carry the regulation signals by day and by night.

**56. Sounding of whistles or sirens.**—Whistles or sirens shall not be sounded on board any tug, launch or other vessel within 200 yards of any quay, pier or landing place in Port except in cases of emergency or for the purpose of giving such warning as may be necessary to indicate her proximity or approach to another vessel.

**57. Regulation of the use of fires and lights.**—Naked fires shall not be allowed on board any boat lying within 50 yards of the wharves or jetties.

**58. Heating of pitch.**—Pitch may be heated in the boat alongside or astern of vessels in Port, but it must, under no circumstances, be heated on board such vessels.

**59. Unprotected lights not allowed.**—Unprotected lights shall not be allowed on deck or in any cargo compartment of vessels in port loading cotton.

**60. Storing of spirits and other oils.**—Spirits, oils, paints, spirit of turpentine and all inflammable substances shall be stored on board vessels in the port in a place of security.

**61. Precautions for avoiding collision.**—International Regulations for the prevention of collision at sea shall apply within the limits of the Port of Kandla except when the conflict with these rules, in which case these rules shall prevail.

**62. Application for leaving the Port.**—A written application shall be made to the Deputy Conservator by the Master or Owner or Agent of any vessel intending to leave the Port. Such application shall state the name of the vessel and its draught and shall be made at least six hours before the Pilot is required.

**63. Regulation of anchoring, mooring etc.**—All vessels within the port shall moor and unmoor or anchor in accordance with the orders of the Deputy Conservator.

**64. Working capacity of vessels.**—A vessel discharging general cargo shall unload at least 50 tons per hook per day and bag cargo at least 150 tons per hook per day. Vessels loading export general cargo shall load at least 50 tons per hook per day and bag cargo at least 100 tons per hook per day. In the event of a vessel doing less than the quantities rated above, the Traffic Manager, may, at his discretion, require the vessel to vacate the berth for allotment to other vessels.

**65. Regulation of the use of mooring buoys, etc.**—No vessel belonging to private owners shall moor at a buoy or take up any of the anchorage without the previous permission of the Deputy Conservator.

**66. Use and Disposal of equipment.**—No stage, plank or other article provided by the port for the loading and/or discharging of sea going vessel shall be used without an order from the Traffic Manager. All stages, planks and other articles provided by the port shall, when loading or discharging is completed, be replaced on the quay or jetty by the vessel using them, alongside it. All stages, planks and other articles not provided by the Port shall when loading or discharging is completed, be removed by the vessel from the port within 24 hours of the time of completion of that work.

**67. Port accepts no responsibility for delay, etc.**—The port accepts no liability or responsibility in respect of any detention of or delay to vessels, entering, remaining in or going out of the port or in the progress of vessels to or from the port or for the detention or delay in the discharge of cargoes from vessels or for delay in loading of goods, or for any reason whatsoever.

**68. Licensing of stevedores.**—(1) No stevedore shall be allowed to work on board any vessel at the port unless he holds a licence issued by the Port Conservator, Kandla, subject to such conditions as may be prescribed by him in this behalf

(2) Licences for performing the duties of stevedores at the port of Kandla shall be issued by the Port Conservator, Kandla, on the recommendation of the Traffic Manager, to approved firms and individuals subject to the following conditions:—

- (a) Every licence shall be valid for a period of one year expiring on the 31st day of March of the year following the year in which the licence is granted and shall be renewable from the 1st of April every year;
- (b) the licence shall be non-transferable;
- (c) a further sum of Rs. 10 per annum shall be payable by every licensee to the Port Authority as administrative charges;
- (d) the applicant for a licence shall produce evidence that a steamship company is prepared to enter into a contract for stevedoring their vessels;
- (e) the applicant shall have to prove to the satisfaction of the Traffic Manager that he has—
  - (i) sufficient staff;
  - (ii) minimum working gear as may be prescribed;
  - (iii) financial solvency to meet normal obligations; and
  - (iv) qualifying experience sufficient in the opinion of the Traffic Manager;
- (f) a licence is liable for cancellation, or suspension, without any refund of administrative charges paid, by the Conservator in case of complaints, misconduct, unfair or irregular practice, or any such reason, after giving the licensee an opportunity of being heard; and
- (g) in all matters concerning the issue, revocation, suspension or renewal of a licence, the decision of the Conservator shall be final and binding.

**69. Licence to hawkers.**—No person shall take on to the premises of the port on board any vessel any goods with the object of selling the same without a licence from the Traffic Manager. A licence for the purpose shall be issued on the following conditions namely:—

- (a) Every licence shall be valid for a period of one year, expiring on the 31st day of March of the year following the year in which the licence is issued and shall be renewable every year on the 1st April;
- (b) the applicant for a licence shall have to obtain the prior approval in writing from the Collector of Customs and the respective steamer agents;
- (c) the licensee shall pay a sum of Rs. 2 per annum as administrative charges to the port authority;
- (d) the licence shall be non-transferable, and may be revoked by the Traffic Manager any time without assigning any reason for doing so;
- (e) the commodities in respect of which licences for hawking may be granted, shall be a matter of exclusive discretion of the Traffic Manager.

70. **Refund of charges.**—No application for a refund of any toll, due, rent, fee or any other charges paid under the provisions of the Act or these rules shall be entertained unless the same is preferred in writing within six months with the original documents as proof of payment, from the date when such toll due, rent, fee or any other charges were paid. This rule shall not apply in case of a refund arising from any error committed by an employee of the Port.

71. **Issue of licence to cooper, carpenters etc.**—No person shall work as a cooper, carpenter or repairer on the port premises or take his tools, appliances and instruments required for his work of opening, fixing, repairing, breaking or such other work without a licence granted to him by the Traffic Manager. A licence shall be granted by the Traffic Manager subject to the following being proved to his satisfaction.

- I. (a) experience,
- (b) no objection by Customs,
- (c) reliability;

II. every licensee shall also pay a sum of Rs. 2 as administrative charges to the port authority;

III. a licence granted may be revoked by the Traffic Manager, without assigning any reason for doing so, at any time, during the term of the licence, which shall ordinarily, be for one year from the 1st April of each year.

#### SCHEDULE A

(See rule 6)

The following will be the subsidiary Rules for pilotage at the Port of Kandla

#### Pilotage

1. Pilotage into and out of Kandla Port is compulsory except for those vessels specifically exempted by the Port Authority or exempted under the provisions of the Indian Ports Act, 1908.

2. The Pilot boards incoming ships and disembarks from out-going ships in the vicinity of the outer Tuna Buoy in position 22°. 50'. 7N, 70°. 07'. 1E and assists in piloting a vessel to and from her assigned berth and also in berthing and unberthing the vessel.

3. The master shall supply to the Pilot all information with regard to quarantine, dangerous goods on board, ship's draft and matters relating to the ships behaviour etc. and shall, on completion of pilotage and berthing/unberthing, complete and sign the certificates on specified forms presented by the Pilot.

4. In the event of an outward bound vessel over-carrying a Pilot outside the limits of the Port, the master shall be bound to land the Pilot at the nearest possible port and shall be liable to pay all expenses incurred on this account.

5. Pilots shall be supplied with breakfast between 7 and 9 A.M. with lunch between Noon and 2 P.M. and dinner between 6 and 8 P.M. Indian Standard time, failing which the master shall pay compensation for food viz., Rs. 3, for any of the meals missed by a Pilot.

6. The Master of a vessel shall display such signal or signals as may be required by the Pilot and shall, by night, keep handy, two Red, two Green and three White lights visible all round the horizon to be used as may be directed by the Pilot.

7. The master of the vessel shall be responsible to take on board such equipment as the Pilot may carry with him in the interest of Pilotage of ships viz., R/T equipment, Binoculars, Pilot's Kit etc.

8. Every ship entering or leaving the harbour shall be provided with the following:—

- (a) An efficient Pilot ladder to enable the pilot to embark and disembark with safety, and shall be of sufficient length to reach the water, when the ship is in an unloaded condition and has no list, from the Deck on which it is intended that the pilot shall embark and disembark.



(b) A man-rope of not less than 2½ inches circumference shall be provided on each side of the ladder and the inboard end of the man-rope shall be firmly secured to the ship.

(c) Means shall be provided to enable the ladder to be used on each side of the ship and to enable the pilot to pass safely from the head of the ladder to the deck of the ship.

9. *Prohibited Anchorage.*—Vessels are not to anchor in the buoyed Channel or in the Kandla Creek system at places other than appointed berth or within a radius of 1,500 feet of the outer Tuna Buoy in position 22°50'7N, 70°07'1E. If a master is forced to anchor in the prohibited area, through circumstances beyond his control, and if he has no Pilot on board he will bring this fact to the notice of the harbour master.

10. *Services of Harbour Tug.*—It will be incumbent upon the Master of a vessel to avail of the service of the Harbour Tugs, while navigating within the port limits, if the Harbour Master of the Pilot considers that tugs are necessary for the safe navigation and manoeuvrability of the vessel.

11. *Anchoring and mooring.*—In the event of a vessel parting her riding cable, whether secured to an anchor or to a buoy it is necessary to have an anchor ready for letting go, without delay, and to be prepared to meet such an emergency with readiness and despatch as the result of the parting of the riding chain may be extremely serious.

NOTE.—Any infringement of any of the above Rule, shall be punishable with a fine which may extend to five hundred rupees plus reasonable expenses incurred in removing the same in accordance with the provisions of the Indian Ports Act XV of 1908.

#### SCHEDULE B.

(See rule 35)

##### Signals from Vessels









Signals can be made, when necessary, by using the 'International Code of Signals'. They will be acknowledged by hoisting the answering pendant at the Signal Mast over the Harbour office. Communications by Semaphore and Morse Code, respectively, may be made to the Port Signal station by displaying the flag "Z" by day and by flashing "Z", at short intervals, by night.

All vessels, when within Port limits, shall display the following signals, as and when required.

Signal		When hoisted	Significance
Day	Night		
B	⚬ R	Where best seen.	Have explosives on board including Kerosene or Petrol.
			NOTE: (Vessels having any quantity of explosives other than for their own use should make use of this signal).
G	⚬ W	On foremast head	I require a Pilot.
F		Foremast yard Arm.	Am entering the harbour.
N		Do.	Am proceeding out of the harbour.
X		Do.	Am shifting berth in the harbour.
Black ball 2 ft. diameter		At Foremast head (a) Half mast (b) Right up.	Am proceeding at half speed. Am proceeding at full speed.

NOTE.—Flags F, N and X shall be repeated by the Port Signal Station to indicate ships entering Port, leaving Port and shifting within the

harbour respectively and shall act as a warning to the Harbour Craft and Sailing Vessels.

Signal	Where hoisted	Significance
W 	Where best seen.	Want doctor or medical assistance.
DQ 	Where best seen.	Am on fire and require immediate assistance.  NOTE :—Vessels are to sound eight short blasts followed by 1 long blast on the whistle in order to attract immediate attention which should be repeated at short intervals if necessary.
DV 	Where best seen.	Have sprung a leak and require immediate assistance.
DZ 	Do.	Require immediate assistance.
DY 	Do.	Require a diver.
ST 	Do.	Want Police.
YA 	Do.	Require Tug.
ANG 	Do.	Have parted moorings.

NOTE.—Whenever it is found necessary to alter berthing orders to the approaching vessel, the following signals shall be displayed from the signal station to advise Pilot on board.

Signal	Where hoisted	Significance
Blue square flag over a black ball	Where best seen	Anchor in stream till further orders.

#### Fire in Port Area

In the event of outbreak of fire on shore, in the Port area, or on board a ship lying along side a shore berth a blue square flag by day and 2 green lights one over the other by night will be displayed from the yard arm of the Port Signal Station and also Eight short blasts followed by one long blast will be sounded on the Port siren and repeated at short intervals.

N.B.—All the night signals shall be made in one hoist the lights being in a vertical line one over the other not less than 3 feet apart.

Quay means a berth where a ship can lie alongside the shore or alongside a break water.

Quay berths, swinging mooring berths, fixed mooring berths and stream anchorage berths in the Kandla Creek will be indicated by signals as follows for the purpose of allocation of berth to incoming ships, by flag signal during day and by flash on morse lamp at night, from the Port Signal station.

Alongside berths	Swing moorings berths	Miscellaneous moorings
Q 1 : Quay No. 1	M 1 : Swing mooring No. 1	D-1, 2, 3, Double moorings.
Q 2 : Quay No. 2	M 2 : " No. 2	No. 1, 2, 3, etc.
Q 3 : " " 3	M 3 : " No. 3	S-1 : Salt moorings 1, 2, 3, etc.
Q 4 : " " 4	M 4 : " No. 4	E-1 : Explosive mooring 1, 2, 3 etc.
T-1 Tanker Jetty 1		
		<i>Ships in stream</i>
		Quarentine ♀ age 1
		and others M 2
		3
		4

#### *Muster or Harbour Craft*

Square blue flag with four Red Horizontal stripes hoisted at the Port Signal Station All harbour crafts are to repair to the Port passenger landing stage with the quickest possible despatch.

[No. 3-PII(78)/54.]

**S.R.O. 275.**—The following draft of certain rules for the licensing and regulating of harbour craft and crews thereof in the Port of Kandla which it is proposed to make in exercise of the powers conferred by clause (k) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), is published, as required by sub-section (2) of the said section, for the information of persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration after the 1st March, 1955.

Any objection or suggestion which may be received from any person with respect to the said draft before the date specified above will be considered by the Central Government.

#### **DRAFT RULES**

1. **Short title and application.**—(i) These rules may be called the Kandla Harbour Craft Rules, 1954.

(ii) They shall apply to the Port of Kandla.

2. **Savings.**—Nothing in these rules shall apply to any craft coming from any system of inland navigation into the Port of Kandla.

3. **Definitions.**—In these rules, unless the context otherwise requires—

- "harbour craft" means any flat or cargo, passenger or other boat whether propelled by oars or mechanical power plying for hire or not and whether regularly or only occasionally;
- 'port' means the port of Kandla, as defined under the provisions of section 4 of the Indian Ports Act, 1908 (XV of 1908);
- "registering officer" and "licensing officer" mean the Deputy Conservator of the Port of Kandla;
- 'tindal' includes any person in charge of a harbour craft;
- "licenced harbour craft" means any harbour craft licenced under these rules; and
- 'owner', when used in relation to a harbour craft includes any part owner, agent or mortgagee in possession thereof.

**4. Harbour craft to be licenced.**—No person shall, whether as owner, tinda, or servant, use any harbour craft to carry goods or passengers to or from any vessel at the port or from place to place, or operate within the port; for whatever purpose unless the harbour craft has been duly licenced under these rules. A harbour craft licenced to ply between a vessel and the shore may also ply from place to place within the port without a separate license.

Provided that nothing in this rule shall apply to,—

- (i) boats forming part of the equipment of a ship or steamer, or
- (ii) floating crafts belonging to the said Port,
- (iii) any harbour craft maintained solely for purposes of pleasure;

Provided further that the registering officer may, if he so thinks fit, by order in writing, direct that the provision of the first proviso shall not apply to any boat or craft or shall apply to such boat or craft subject to such conditions and restrictions as may be specified in the order.

**5. Licensing of harbour craft.**—(1) Every application for the licensing of a harbour craft under rule 4 shall be made to the licensing officer in writing and shall furnish the following particulars namely:—

- (a) the owner's name and address in full and if the owner is a minor, the name and address of his guardian also,
- (b) the name and address of the agent, if any, duly authorised by the owner to act on his behalf,
- (c) the name of the tinda whom the owner proposes to place in charge of the harbour craft; and
- (d) the nature of the licence required applied for, that is to say, whether the licence is required for a passenger boat or for a cargo boat or for any other purpose.

(ii) On receipt of an application for licence, under sub-rule (1), the licensing officer shall, on payment of fees prescribed in rule 30 survey and measure the harbour craft, or cause it to be surveyed and measured in the presence of the owner or of any person duly authorised for the purpose by such owner, and grant a licence in Form 'A' on being satisfied that the craft is seaworthy and fit for service at the port, or upon the production of a certificate in writing from the officer who surveyed the craft certifying,

- (a) that such craft is seaworthy, properly equipped and suited for the purpose for which the licence is required;
- (b) the number of passengers that such craft is capable of carrying under all conditions;
- (c) the number of crew required for safe navigation of such craft; and
- (d) that the equipments of such craft is in good order and condition.

(iii) Harbour craft possessing fishing licence issued by the Chief Commissioner for Kutch shall also apply for a licence under the rules before commencing fishing operations. Such crafts shall observe the following special precautions in addition to the other rules prescribed for other craft, namely:—

- (a) the fish shall be brought and landed only at the appointed places,
- (b) wharfage charges at the rate specified in the schedule of rates in force shall, be paid on landing,
- (c) the licensee shall abide by the rules and regulations of the Port in respect of plying the craft and using the landing places,
- (d) the licensee shall observe all formalities required by the Customs Authority and the Government of Kutch for carrying out the operation of fishing and removal of the fish to the town for either consumption locally or for onward ralling into the Hinterland.
- (e) the licence shall be cancelled or withdrawn at the discretion of the licensing officer without assigning any reason whatsoever and at any time by giving an intimation in writing to the licensee,
- (f) the licensee shall be liable for any damage, loss etc. if any caused to the Government property in the course of his fishing operation within the Port limits,

(g) no fishing shall be permitted in the whole of Kandla Creek and in such parts of the approaches to the Creek as may be laid down from time to time by the licensing officer when necessary for navigational purposes.

(iv) For purposes of the survey and measurement prescribed in sub-rule (ii), the owner shall cause the harbour craft to be brought to such place as the licensing officer may direct.

(v) Subject to the provisions of these rules, all licences, in Form 'A' shall be valid for one year from the date of issue or renewal thereof.

**6. Minor or female owners.**—If the owner of a harbour craft is a minor, the licence may be obtained by the guardian of the minor. If the owner is a woman, who according to the custom of the country does not appear in public, the licence may be obtained on her behalf by her duly authorised agent. In such cases the guardian or the agent shall be deemed to be the owner for the purposes of these rules.

**7. Licence to be produced on demand.**—The owner of every registered harbour craft shall keep the licence in the possession of the tindal who shall produce it whenever called upon to do so by the registering officer or by any person duly authorised by him in that behalf.

A printed copy of these rules and of any written directions issued by the registering officer for carrying the same into effect shall also be furnished by the owner to the tindal who shall, on demand, show it to any consignor or passenger by such harbour craft. The owner shall be responsible for securing that the tindal understands the said rules and directions, shall obtain a declaration from him to that effect and shall produce such declaration, whenever required by the registering officer.

**8. Distinctive numbering of licensed harbour craft.**—(1) The owner of a licensed harbour craft shall paint or cause to be painted upon a black background, in white English figures, not less than six inches in length, on a conspicuous part of the bow of such harbour craft on one side, and on the quarter of the other, the number of the harbour craft as mentioned in the licence.

(2) No person shall paint or cause to be painted or counterfeited upon any harbour craft not duly licensed under rule 5, any such number as aforesaid or any other mark likely to induce the belief that such harbour craft has been so licensed.

**9. Change of ownership or control of licensed harbour craft.**—Where the holder of a licence in Form 'A' transfers the ownership of the harbour craft to another person, the licence shall cease to be valid on the expiry of six days from the date of such transfer; and where such holder mortgages the harbour craft to, or places it under the control of, another person, the licence shall cease to be valid on the expiry of six days from the date of such transfer unless an endorsement on the licence is made by the licensing officer that, notwithstanding the transfer, the licence shall continue to be valid.

**10. Changes in crew or carrying capacity of licensed harbour craft to be reported.**—(1) Whenever the tindal of any licensed harbour craft is changed, or any alteration in such craft is made so as to affect any of the particulars contained in the licence granted in respect of it, such change or alteration shall be forthwith reported by the owner thereof to the licensing officer:

Provided that, if such change or alteration takes place at a time when the harbour craft is away from the port, it may be reported immediately on the return of the harbour craft to the port.

(2) In case of change of tindal or of any alteration in the harbour craft not affecting its carrying capacity, the harbour craft shall not ply until such report is made, and in case of change of tindal until the new tindal has also been produced before the licensing officer. On such report or on such report and production, as the case may be, the licensing officer shall amend the original licence held by the owner and in case of change of tindal, the register kept under rule 11.

(3) In case of any alteration in the harbour craft affecting its carrying capacity, the original licence held by the owner shall be cancelled and a fresh licence issued by the licensing officer after the craft has been remeasured, and the harbour craft shall not ply until such fresh licence has been issued.

**11. Registration of tindals.**—(1) At the time of licensing of any harbour craft under rule 5, the name of its tindal as entered in the licence and other particulars relating to him shall be entered in a book which shall be kept by the licensing officer in Form 'B'.

(2) No person shall be employed or registered as a tindal of a licensed harbour craft if he—

(a) is not a certificated officer qualified to be the master or engineer of such harbour craft in accordance with rule 31,

(b) is, in the opinion of licensing officer, unaccustomed to use such harbour craft or otherwise inefficient.

**12. Annual and special inspection of licensed harbour craft and crew.**—On or before the expiry of the licence the owner of every licensed harbour craft shall produce it together with its licence for inspection by the licensing officer at such place as he may appoint for the purpose. In addition to such inspection, special or partial inspections may be held by the licensing officer or by any person duly authorised by him, at such times as the licensing officer may consider necessary. At all inspections under this rule, each harbour craft shall have its full complement of crew and equipment.

**13. Repairs of licensed harbour craft ordered for inspection.**—(1) The owner of every licensed harbour craft shall execute such repairs thereto as the inspecting officer may direct in order to render it efficient, and no owner or other person shall use any such harbour craft or cause or permit it to be used until such repairs have been duly executed thereto and the licensing officer has granted permission for its use. For the purpose of such repairs, the owner shall cause the harbour craft to be hauled up only to such place or places on the fore shore as the licensing officer may from time to time direct.

(2) All major repairs to the boiler, machinery or hull of a licensed harbour craft shall be carried out under the supervision of an Engineer and Ship Surveyor of the Mercantile Marine Department, Government of India or an officer appointed by the Conservator of the Port. The Master, owner or owners of such craft shall, before the commencement of the repairs, pay to the licensing officer a sum sufficient to cover the fees and other expenses of such Engineer and Ship Surveyor and any other officer appointed by the licensing officer. For the purpose of this sub-rule, the decision of the licensing officer as to whether a particular work should be regarded as a major repair or not shall be final.

(3) The fees referred to in sub-rule (2) shall be calculated on the following scale, namely:—

(i) For every vessel the gross tonnage of which does not exceed 25 tons.	Rs. 60
(ii) For every vessel the gross tonnage of which exceeds 25 tons but does not exceed 50 tons.	Rs. 75
(iii) For every vessel the gross tonnage of which exceeds 50 tons but does not exceed 75 tons.	Rs. 90
(iv) For every vessel the gross tonnage of which exceeds 75 tons but does not exceed 100 tons.	Rs. 105
(v) For every vessel the gross tonnage of which exceeds 100 tons but does not exceed 300 tons.	Rs. 120
(vi) For every vessel the gross tonnage of which exceeds 300 tons but does not exceed 600 tons.	Rs. 135
(vii) For every vessel the gross tonnage of which exceeds 600 tons but does not exceed 900 tons.	Rs. 150
(viii) For every vessel the gross tonnage of which exceeds 900 tons but does not exceed 1,200 tons.	Rs. 180
(ix) For every vessel the gross tonnage of which exceeds 1,200 tons.	Rs. 180 plus Rs. 30 for every 300 tons or part thereof, in excess of 1,200 tons.

(4) The expenses referred to in sub-rule (2) shall be determined in accordance with the instructions of the Central Government in this behalf.

**14. Control of working of licensed harbour craft.**—(1) The owner of every licensed harbour craft shall provide it with such full complement of crew and

with such equipment as may be determined by the licensing officer and entered in the licence. The tindal of the harbour craft shall not have on board more or less than the number of the crew prescribed in the licence for fair or foul weather according as the harbour craft plies in fair or foul weather, and shall not carry passengers or goods in excess of the number or quantity entered in the licence for the harbour craft.

(2) Every licensed harbour craft plying within the port shall carry such number of life buoys as may be considered reasonable by the licensing officer and of a type approved by him. Every such harbour craft shall carry, in addition, such buoyant apparatus as may be considered necessary by the licensing officer, to the persons on board.

All buoys and buoyant apparatus carried in pursuance of this rule shall be stowed to the satisfaction of the licensing officer and so as to be readily accessible.

(3) The licensing officer shall exercise his discretion in fixing the number of crew required in a licensed harbour craft plying within the port and carrying passengers.

(4) Where the owner of a licensed harbour craft does not desire to carry the full complement of passengers, or is not prepared, or considers it impracticable to carry the prescribed life saving appliances, the licensing officer may endorse the licence to the effect that the number of passengers is limited accordingly.

**15 Harbour craft to render all possible services if required by Port for general safety.**—If at any time, the licensing officer or the Harbour master or an officer of the port detailed by any of the above said two officers, in the event of an emergency, require the services of any harbour craft for the general safety of the port or shipping in the harbour, the master or the tindal shall immediately proceed with his craft to such place as he may be directed by word of mouth or in writing and take whatever action may be possible under the circumstances subject to the safety of his own craft.

**16. Obstructing Port Traffic.**—(1) No tindal or any member of the crew serving in any licensed harbour craft shall, without reasonable excuse, obstruct or hinder the loading, discharging or service of such harbour craft, or of any other licensed harbour craft, or obstruct or hinder any vessel working in the port.

(2) No tindal shall permit any licensed harbour craft in his charge to obstruct the free navigation of the port or the approaches to wharves or jetties.

**17. Observance of the rule of the road at sea.**—All licensed harbour craft, when under way, shall observe the rule of the road at sea.

**18. Refusal to ply without lawful excuse.**—If the owner or the tindal in charge of a licensed harbour craft plying regularly for hire refuses to allow such harbour craft to ply for hire when required to do so, without reasonable excuse, of which the licensing officer shall, subject to the appeal provided in rule 29 be the sole judge, the licence of such harbour craft shall be liable to be cancelled.

**19. Permissible load of licensed harbour craft in fine and in rough weather.**—(1) No person shall load a licensed harbour craft with passengers or with animals or other cargo in contravention of the terms of its licence.

(2) No tindal of any licensed harbour craft shall permit any animal to be loaded in it, unless the harbour craft has been provided with sand ballast or straw sufficient to form a flat floor and unless such other requirements as may be imposed by the licensing officer in respect of the harbour craft have been complied with.

(3) Where animals are carried in a licensed harbour craft, no other cargo or passengers shall be carried therein.

(4) Passengers and cargo other than animals may be carried at the same time only in a licensed harbour craft propelled by mechanical or electrical power.

**20. Power of tindal to prevent overloading.**—Whenever the number of passengers or the quantity of cargo in a licensed harbour craft exceeds the number or quantity entered in the licence, the tindal shall, before starting from the vessel or from the shore, require any passenger to leave the harbour craft or any consignor, consignee, or shipping or landing agent concerned to remove from the harbour craft the whole or any part of the cargo.

**21. Attention to certain signals required of tindals.**—The owner of every licensed harbour craft shall instruct the tindal of such harbour craft to pay immediate attention to the harbour craft muster flag—a square blue flag, with four horizontal red stripes which will be displayed on the Port Flagstaff when the licensing officer desires to carry out an inspection under Rule 12.

**22. Licensed harbour craft not to interfere with moorings or approaching vessels before they anchor.**—No person in charge of or navigating any licensed harbour craft shall attempt to make such harbour craft fast to any mooring or mark buoy, or go alongside of a vessel approaching an anchorage before such vessel has anchored or has moored to a buoy.

**23. Fishing boats not to be allowed near a cargo boat or alongside a vessel.**—(1) No person in charge of or navigating any licensed cargo boat shall allow a fishing or any other boat to approach within ten yards of her when such cargo boat is plying between a vessel and the shore.

(2) No person in charge of or navigating a fishing boat shall allow it to go alongside a vessel while discharging or loading of cargo is in progress.

(3) If any licensed harbour craft is found by the licensing officer to have contravened the provisions of sub-rule (1) or (2), he may—

(a) cancel the licence issued in respect of the harbour craft;

(b) direct that the tindal at fault shall not be employed in any capacity in any licensed harbour craft and that his name shall be removed from the Register of Tindals; and if any owner employs any such tindal contrary to the licensing officer's directions under clause (b), the licensing officer may cancel all or any of the licences in Form 'A' held by the owner.

**24. Landing and shipping of passengers and goods to be within the Port.**—All passengers and goods shall be landed or shipped in such places within the limits of the port as the licensing officer may appoint and no person shall ship or land passengers or goods outside such place unless the sanction of the Port and Customs Officers at the Port have been previously obtained.

**25. Rates of harbour craft hire.**—No owner, tindal or any member of the crew of a licensed harbour craft licensed to carry passengers or goods for hire, and no person deputed by the owner of such harbour craft, shall demand a rate of hire exceeding that sanctioned by the Central Government; and no owner, tindal or member of the crew of such harbour craft shall demand or accept any gratuity or present from any passenger during the course of its trip between any vessel and the shore or from place to place whether within or without the port.

**26. Prohibition of employment of tindals and crew contravening the rules.**—If, in the opinion of the licensing officer, any tindal or any member of the crew of a licensed harbour craft has contravened any of these rules, the owner of the harbour craft shall on being required so to do by the licensing officer, dismiss or suspend for such period as the licensing officer may specify in that behalf, such tindal or member of the crew from his employment.

Any action taken by the licensing officer under this rule shall be without prejudice to any other action which he may take in respect of the contravention of the rule.

27. (1) The licensing officer may, where he is satisfied that it is so expedient to do, refuse to grant a licence to any harbour craft.

(2) No licence shall be granted to any harbour craft which has failed to comply with any order requiring it to render such service to the Port as the Port may reasonably expect of it.

**28. Revocation of licences.**—If, in the opinion of the licensing officer the owner of any licensed harbour craft has contravened any of these rules, the Deputy Conservator may, without prejudice to any other action that may be taken against such owner in respect of the contravention, cancel all or any of the licences in Form 'A' held by the owner.

**29. Appeal from licensing officer's order.**—An appeal shall lie from any order of the licensing officer passed under these rules, to the Conservator of the Port. Such appeal shall be preferred in writing within seven days after the order of the licensing officer has been communicated in writing to the party or parties concerned, and the decision of the Conservator thereon shall be final.



30. **Fees.**—The following fees shall be payable by the owner of a harbour craft applying for a licence under these rules, namely:—

(i) for the survey and measurement of each harbour craft.	Rs. 0 4 0 per registered.
(ii) for issue or renewal of a licence	Rs. 2 0 0 or gross ton or
(iii) for endorsing change of tindal	Rs. 1 0 0
(iv) for registration of tindal	Rs. 2 0 0 part thereof.
(v) for registration of boat	Rs. 2 0 0
Provided that	

- (a) in respect of canoes or rowing boats, only half the above fees shall be payable;
- (b) where the harbour craft is found unseaworthy at the time of survey or at the time of annual inspection, only half the fee shall be payable;
- (c) where the harbour craft is a motor boat or steam boat in respect of which a certificate of survey under the Indian Merchant Shipping Act, 1923, or the Inland Steam Vessels Act, 1917, is held by the owner no fee shall be payable for survey and measurement, but if no such certificate of survey is held, a fee of Rs. 32 shall be payable; and
- (d) the fee for the issue of a duplicate licence shall be half of the fee for the original licence, provided the latter is proved, to the satisfaction of the licensing officer, to have been lost or mislaid, or has been rendered illegible.

31. **Special provisions applicable to steam boats and motor boats licensed under these rules.**—(1) Every steam boat licensed under these rules shall, when in use, whether plying for hire or not, have on board the following certificated officers:—

- (i) if she has engines of not less than 100 N.H.P.—
  - (a) as her master, a person possessing a first class master's certificate granted under the Inland Steam Vessels Act, 1917, or a master's certificate granted either under the Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, or under such regulations as the Central Government may, from time to time, prescribe, and
  - (b) as her engineer, a person possessing an engineer's certificate granted under any of the aforesaid Acts or regulations;
- (ii) if she has engines of less than 100 N.H.P., but not less than 40 N.H.P.—
  - (a) as her master, a person possessing a second class master's certificate granted under the Inland Steam Vessels Act, 1917, or any such certificate as is referred to in sub-clause (a) of clause (i), and
  - (b) as her engineer or engine-driver, a person possessing a first class engine-driver's certificate granted under the Inland Steam Vessels Act, 1917, or an engine-driver's certificate granted under the Indian Merchant Shipping Act, 1923, or under such regulations as the Central Government may from time to time prescribe or any such certificate as is referred to in sub-clause (b) of clause (i);

Provided that a steam boat shall be deemed to have complied with this clause if she has, as her master and engineer or engine-driver a person possessing both a certificate referred to in sub-clause (a) and a certificate referred to in sub-clause (b); and

- (iii) if she has engines of less than 40 N.H.P.—

- (a) as her master, a person possessing a serang's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act 1923 or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (a) of clause (ii), and

- (b) as her engineer or engine-driver, a person possessing a second class engine-driver's certificate granted under the Inland Steam Vessels Act, 1917, or any such certificate as is referred to in sub-clause (b) of clause (ii):

Provided that a steam boat shall be deemed to have complied with this clause, if she has, as her master and engineer or engine-driver, a person possessing both a certificate referred to in sub-clause (a) and a certificate referred to in sub-clause (b).

(2) Every motor boat licensed under these rules shall, when in use, whether plying for hire or not, have on board the following certificated officers,—

- (i) if she has engines of not less than 565 B.H.P.—
  - (a) as her engineer, a person possessing a motor engineer's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, or a certificate as a first class or second class engineer of sea-going motor-ship granted either under the Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894 or under such regulations as the Central Government may from time to time prescribe;
  - (b) in case the engines are used for propulsion, as her master, a person possessing a first class master's certificate granted under the Inland Steam Vessels Act, 1917, or a master's certificate granted either under the Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894 or under such regulations as the Central Government may from time to time prescribe;
- (ii) if she has engines of less than 565 B.H.P., but not less than 226 B.H.P.—
  - (a) as her engineer or engine-driver, a person possessing a first class motor engine-driver's certificate granted under the Inland Steam Vessels Act, 1917, Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894, or a certificate of an engine-driver of a sea-going motor-ship granted under the Indian Merchant Shipping Act, 1923 or under such regulations as the Central Government may, from time to time prescribe or any such certificate as is referred to in sub-clause (a) of clause (i); and
  - (b) in case the engines are used for propulsion, as her master a person possessing a second class master's certificate granted under the Inland Steam Vessels Act, 1917 or Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (b) of clause (i); and
- (iii) if she has engines of less than 226 B.H.P.—
  - (a) as her engineer or engine-driver a person possessing a second class motor engine-driver's certificate granted under the Inland Steam Vessels Act, 1917 or Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894, or any such certificate as is referred to in sub-clause (a) of clause (ii); and
  - (b) in case the engines are used for propulsion, as her master, a person possessing a seaman's certificate granted under the Inland Steam Vessels Act, 1917 or Indian Merchant Shipping Act, 1923 or the Merchant Shipping Act, 1894 or any such certificate as is referred to in sub-clause (b) of clause (ii):

Provided that a motor boat having engines of not more than 40 B.H.P. may have as her engineer or engine-driver, a person holding a permit granted by the Central Government or by any person duly authorised by the Central Government in this behalf;

Provided also that a motor boat having engines of not more than 20 B.H.P., the length of which measures from the fore part of the stem to the after part of the stern post does not exceed 30 feet may have as her master and engineer or

engine-driver, a person possessing both a certificate referred to in sub-clause (a) and a certificate referred to in sub-clause (b):

Provided further that a motor boat having engines of not more than 20 B.H.P., the length of which measured as aforesaid does not exceed 30 feet, which is used exclusively for personal recreation by the owner or his family or friends need not carry a certificated master or engineer but may be navigated by the owner or any other person possessing a permit granted by the Central Government or by any person duly authorised by the Central Government in this behalf.

(3) Any person who has served as master, serang, engineer, or engine-driver of a steam boat or motor boat plying in the port for a period of 3 years on the 1st October 1954, and is not in possession of the certificate of competency required under sub-rule (1) or sub-rule (2), as the case may be, may be granted by an officer duly authorised by the Central Government, in this behalf, without examination and on payment of the fees prescribed by the Central Government, a certificate to the effect that he is, by reason of his having so served, competent to act as a master, serang, engineer, or engine-driver on board such steam boat or motor boat while plying in the port.

(4) The Central Government may in special circumstances—

(a) exempt any class of steam boats or motor boats from the requirements of sub-rule (1) or sub-rule (2), as the case may be, and

(b) lay down the qualifications required of the officers employed on such boats.

32. (1) Every motor boat licensed under these rules shall be provided with a sand box and an approved patent fire extinguisher of suitable capacity for extinguishing fire, and the owner shall keep it free from oil refuse.

(2) Noisy engines of all motor boats, licensed under these rules while plying within the port, shall be fitted with efficient silencers.

## FORM 'A'

[See rule 5 (ii)]

Licence granted to.....owner of harbour craft measuring.....feet long.....feet broad  
and.....feet deep\*. Registered tons.

To carry cargo (other than animals) and/or passengers, or animals to the extent specified below under the restrictions and subject to the penalties laid down in the Harbour Craft Rules for the Port of Kandla 1954.

Date of Registry	Name, number and description of harbour craft.	Rig and equipment.	When built and where.	When repaired last and in what condition	Cargo without passengers.				Particulars respecting the owner or owners of the harbour craft.			Particulars respecting the tindal of the harbour craft.			Remarks.
					Number of animals and presumed weight.	Weight of cargo other than animals.	Number of passengers without cargo.	Number of crew.	Names or name.	Occupation.	Place or places of residence.	Name.	Place of residence	Period for which the licence is to be in force.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
					Fair weather. Foul weather.	Fair weather Foul weather	Fair weather Foul weather	Tindal.. Lascars							

**NOTE:** Period from 26th May to 31st August will be deemed as Foul Weather.

**Notice:** Two children under 12 years of age will be deemed as one adult.

\*Measured in accordance with Rule 3 (H) of the Harbour Craft Rules, Kandla Port. /

Shed..... 19

Extended to..... 19

Extended to..... 19

Extended to..... 19

Licensing Officer

## FORM 'B'

[ See rule 11 (1) ]

Register showing the names, ages, places of residence and thumb impression of tindals employed in the Port of Kandla, for the year 19 .

Date of registry	Number of harbour craft	Names	Age			Places of residence	Thumb impressions	Remarks
			Years	Months	Days			

Licensing Officer

[No. 3-P11(78)/54.]

T. S. PARASURAMAN, Dy. Secy.

## MINISTRY OF INFORMATION AND BROADCASTING

## ORDER

New Delhi, the 27th January 1955

**S.R.O. 276.**—In pursuance of clause 2 of the directions issued under the provisions of each of the enactments specified in the First Schedule to the Order of the Government of India in the Ministry of Information and Broadcasting, S.R.O. No. 3558-A, dated the 11th December 1954, the Central Government, with the previous approval of the Film Advisory Board, Bombay, hereby certifies the film specified in column 2 of the Schedule hereto annexed, in all its language versions, to be of the description specified against it in the corresponding entry of column 5 of the said Schedule.

## SCHEDULE

Serial No.	Title of the film	Name of the producer	Source of supply	Whether a scientific film or a film intended for educational purposes or a film dealing with news and current events or a documentary film
1	2	3	4	5
1	Indian News Review No. 328.	Govt. of India, Films Division, Bombay.	Govt. of India, Films Division, Bombay.	Film dealing with news and current events.

(1/48/54-F. App/11)

D. K. RISHNA AYYAR, Under Secy.